



**CITY OF HENDERSONVILLE
DOWNTOWN ECONOMIC VITALITY TEAM SEPT
2022**



**Downtown Program Office | 125 Fifth Avenue West, Suite 200 | Hendersonville NC
28792**

Tuesday, September 06, 2022 – 4:00 PM

AGENDA

- 1. CALL TO ORDER**
- 2. APPROVAL OF AGENDA**
- 3. APPROVAL OF MINUTES**
 - A. July 2022 Economic Vitality Team Minutes
- 4. OLD BUSINESS**
 - A. Downtown Workforce Project - Capstone
- 5. NEW BUSINESS**
 - A. Zoning Text Amendment - Multifamily in 7th Avenue MSD
 - B. Zoning Text Amendment - Parking Standards in C-1
- 6. OTHER BUSINESS**
- 7. ADJOURNMENT**

The City of Hendersonville is committed to providing accessible facilities, programs and services for all people in compliance with the Americans with Disabilities Act (ADA). Should you need assistance or an accommodation for this meeting please contact the City Clerk no later than 24 hours prior to the meeting at 697-3005.



**CITY OF HENDERSONVILLE
DOWNTOWN ECONOMIC VITALITY TEAM
MEETING**



**Downtown Program Office | 125 Fifth Avenue West, Suite 200 | Hendersonville NC
28792**

Tuesday, July 05, 2022 – 4:00 PM

MINUTES

1. CALL TO ORDER

2. APPROVAL OF MINUTES

1. June Economic Vitality Team Minutes

3. NEW BUSINESS

1. Downtown Business / Employee Survey
2. Sidewalk Dining - Request for Updates

4. ADJOURNMENT

The City of Hendersonville is committed to providing accessible facilities, programs and services for all people in compliance with the Americans with Disabilities Act (ADA). Should you need assistance or an accommodation for this meeting please contact the City Clerk no later than 24 hours prior to the meeting at 697-3005.

Economic Vitality Team Workplan Tasks & Assignments – Workforce Needs Capstone Project

The Hendersonville Downtown Advisory Board and Economic Vitality team understand that having a sustainable downtown workforce is a key need for our downtown business district. With our downtown economy being largely tourist-driven, we would like to create a plan for ways we can support our downtown workforce. This would include:

1. Needs assessment - (see below, draft survey has been created but not sent yet)
 - a. Examples of other places – tourist towns with similar economic hardships or disparities
 - b. Examples of workforce training programs
 - c. Examples of cooperative benefits (if they exist) among multiple businesses, how does this work if it is possible?
2. Identification of Partners – (this has started, more are likely needed:
 - a. Blue Ridge Community College
 - b. Housing Assistance Corporation
 - c. Pisgah Legal Services
 - d.
3. Strategic plan – the ideal capstone report would result in a strategic plan for our downtown advisory board or partners to implement, and give a backbone for staff and partners to seek funding for future projects.
 - a. Quick / Low hanging fruit projects. The Economic Vitality team have already discussed several projects that would be an easier start:
 - i. Training partnerships for downtown workers and business owners – CPR, Servsafe, Hendersonville 101 (customer service training that would familiarize workers with other businesses and attractions – creating a better guest experience). Potential partners listed above. In developing the project, the plan can have more confirmed class descriptions.
 - ii. “perks” for downtown employees who participate – as an incentive for the training, we could create ways to give out downtown dollars or farmers market dollars to employees, first right of parking permits
 - b. Longer term / Bigger / More expensive projects – help create a plan for getting us toward addressing bigger needs in:
 - i. Financial literacy / wealth building
 - ii. Housing
 - iii. Benefits
 - iv. ???
 - c. Other recommendations

Survey of downtown businesses and employees (draft started in publicinput.com)

- d. One survey but splits off depending on if it is an employee or employer
- e. Parking updates – if you complete the survey you’ll get on the list for the special employee pass

- f. What type of training would you like to see for employees?
 - i. Examples – customer service / visitor information
 - ii. CPR
 - iii. Servsafe
 - iv. Financial planning / retirement / budgeting / debt management
 - v.
- g. Training or other support for businesses:
 - i. Marketing/Website/Social Media
 - ii. Business growth/intermediate/advanced classes
 - iii. Financial / administrative / Operating - employer
 - iv. Open Ended - leave chance for specific responses
- h. Where do you park? / How much do you pay for parking?
- i. Hours of operation (help determine parking hours and needs for employee parking)
- j. Where do you live, do you own or rent your home? How far do you drive
- k. Employees – why do you choose to work downtown?
- l. Farmers Market matching dollars (not survey but offering – think about budget for that)
 - businesses buy in / pay to play
- m. Review past questions, ask to downtown employees
- n. Parking – safety / where do you feel safe walking and at night time

Survey distribution - to employees?

Give downtown dollars in a drawing for participation

ZONING TEXT AMENDMENT: MULTI-FAMILY IN 7th AVENUE (P22-75-ZTA)
CITY OF HENDERSONVILLE - COMMUNITY DEVELOPMENT STAFF REPORT

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PROJECT SUMMARY

- Project Name & Case #:
 - Multi-Family in 7th Ave
 - P22-75-ZTA

- Applicant:
 - City of Hendersonville

- Articles Amended:
 - Section 16-4-24 Residential dwellings, multi-family

- Applicable Zoning District(s):
 - C-2, Secondary Business, only within 7th Ave Districts

Summary of Amendment Petition:

The City of Hendersonville is in receipt of a petition for a zoning text amendment from Dan Mock to address the Supplementary Standards for Multi-Family Residential uses in the 7th Ave area. Currently, the portions of the 7th Ave area that are zoned C-2 only permit Multi-Family within the boundaries of the 7th Ave Depot National Register Historic District (NRHD).

As proposed, Sec. 16-4-24, which only applies to Multi-Family uses in the C-2 Zoning District, would be amended to expand Multi-Family uses to a larger area encompassed by the 7th Ave Municipal Service District (MSD).

As proposed, Sec. 16-4-24 would also be amended to strike the provision that Multi-Family uses would be limited to the second floor of buildings.

Staff is proposing that Multi-Family be extended to the MSD. However, staff is proposing that the provision limiting multi-family to second floors be amended to state “upper” floors and that the provision remain in place for the NRHD but the limitation would not be in place for Multi-Family uses in remainder of the MSD.

AMMENDMENT ANALYSIS – AMENDMENT OVERVIEW

Multi-Family in 7th Ave Depot National Register Historic District (NRHD): Multi-Family is a permitted use within the C-2 zoning district only for those properties located within a small area within the boundaries of the 7th Ave Depot National Register Historic District (NRHD). Outside of the NRHD, properties zoned C-2 only allow single/two-family residential and Minor PRD developments. No multi-family uses are permitted in the C-2 outside of the NRHD. There are 17 parcels that are zoned C-2 and that are also located within the NRHD.

There are a total of 30 parcels within the NRHD. The remaining parcels, with the exception of one (zoned Industrial), are zoned CMU, Central Mixed Use. The CMU Zoning District allows Multi-Family uses with no density cap. In other words, the 7th Ave NRHD is split zoned between CMU and C-2. In both districts, Multi-Family is permitted with a difference being the front setbacks (C-2: 20' / CMU: 12') and height (C-2: 48' / CMU: 64').

7th Ave Municipal Service District (MSD): The “7th Ave area” is often considered to be the entire corridor from the intersection at US 64 (to the west) to the Oklawaha Greenway / Mud Creek floodplain (to the east) along with some of the adjacent side streets. The area described above is much larger than the NRHD and more closely reflects the 7th Ave Municipal Service District (MSD).

The 7th Ave MSD is one of two MSD's in the City (the other being the Downtown MSD). These are special tax districts that collect additional property tax revenue that is

reinvested towards physical improvements and economic development strategies which support businesses and facilitate redevelopment in these areas. Some of the funds generated by the 7th Ave MSD are utilized in conjunction with the Friends of

- Downtown Municipal Service District \$.26 tax per \$100 valuation
- 7th Ave. Historic Municipal Service District \$.17 tax per \$100 valuation

Downtown funds to provide support for the Farmers Market, plantings and landscaping maintenance. 7th Ave is also slated to receive district “branding” and additional signage as well as extensive Streetscaping improvements. The streetscaping project will be constructed in phases with phase I located in the NRHD and phases II & III extending down the rest of the corridor to the Oklawaha Greenway.

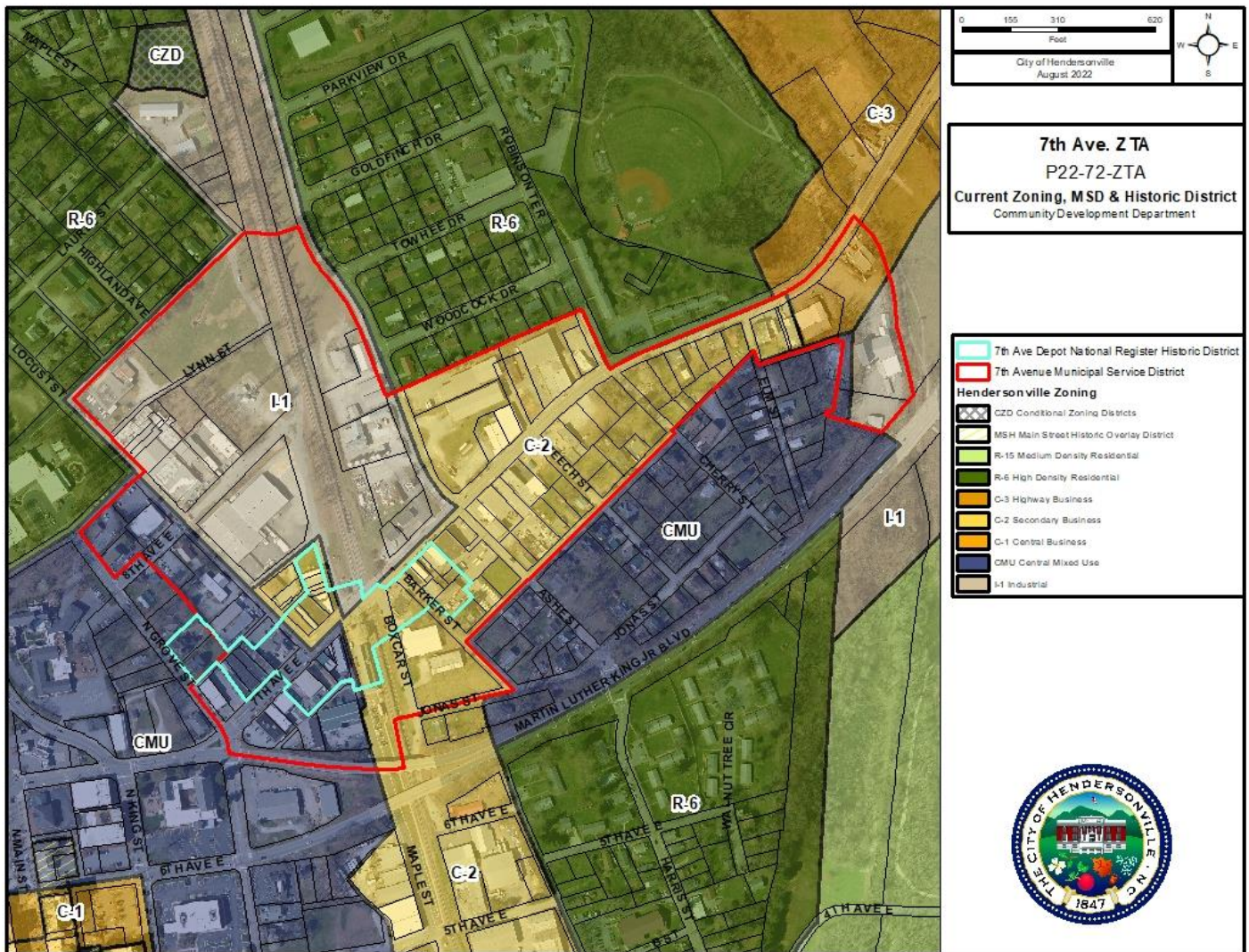
Both the 7th Ave NRHD and the 7th Ave MSD are referenced in the Zoning Ordinance. The references to the MSD relates to a provision waiving parking minimums (there are no parking minimums for uses within the 7th Ave MSD boundaries). As previously mentioned, The 7th Ave NRHD boundaries are used to dictate where Multi-Family uses are permitted within the portions of the NRHD that are zoned C-2. The proposed text amendment would align an area where Multi-Family would be permitted with the area where parking minimums are waived.

While the 7th Ave area has seen a great deal of redevelopment in recent years, most of that redevelopment activity has occurred within the NRHD. As public improvements are implemented and economic interest in this corridor continues to grow, redevelopment is expected expand further east.

Allowing for Multi-Family uses and reducing setbacks along the entire 7th Ave corridor while retaining commercial space on lower floors in the NRHD would promote additional

opportunities for a mix of uses within walking distance to shopping and recreation and facilitate additional redevelopment in an area that provides a wide range of uses and serves as an extension of downtown (or a subdistrict of downtown) and would permit the type of urban form that has defined this area since it was initially developed and promote a pedestrian-friendly atmosphere that aligns with the goals of the Comprehensive Plan. Additional urban design standards could be considered to ensure compatibility with the 7th Ave National Register Historic District.

Map: The following map illustrates the boundaries of the 7th Ave Depot National Register Historic District and the boundaries of the 7th Ave Municipal Service District along with the zoning districts found within these areas.



SITE IMAGES



View of 7th Ave NRHD



Existing Buildings in the 7th Ave MSD

SITE IMAGES



Existing Buildings in the 7th Ave MSD



Vacant Lot in the MSD

SITE IMAGES



Conventional multi-family with 35'-40' setback in the MSD



*Existing “missing middle” apartment building in MSD with 0’
Setback – under contract by applicant*



Existing Service Use in the MSD



Far eastern edge of 7th Ave MSD – two properties in background are under contract by the applicant

LEGISLATIVE COMMITTEE RECOMMENDATION

The Legislative Committee of the Planning Board met to discuss this petition at their meeting on Tuesday, August 30, 2022. The members of the committee that were present were Neil Brown, Jim Robertson, Stuart Glassman and Peter Hanley. The applicant, Dan Mock was also present. Mr. Mock presented his case for the proposed changes. In general, the Committee members were supportive of the proposed text changes with consideration given to preservation of commercial storefronts at the ground level along 7th Ave. Discussion revolved around changes in character between the 7th Ave NRHD and the 7th Ave MSD as well as changes in character block by block as you move east to west along 7th Ave within the MSD. Highlighted was the importance of maintaining a vibrant, pedestrian-friendly experience along 7th Ave as redevelopment occurs.

STAFF ANALYSIS

The zoning text amendment proposal as submitted would read as follows:

16-4-24 Residential dwellings, multi-family.

- a) The property must be within the Seventh Avenue ~~Depot National Register Historic District~~ Municipal Service District
- ~~b) —Multi-family dwellings may only be permitted on the second floor.~~
- ~~e~~b) There shall be no maximum density other than the minimum dwelling size is 400 square feet.
- ~~d~~c) Multi-family dwellings must be occupied by three or more families living independently of each other.

Staff and Committee members are supportive of the expansion of multi-family uses within the MSD. Of particular concern was the potential impact of ground level residential uses that could result with the elimination of item b). Maintaining ground floor storefronts and a continuous street wall are strategies with the Downtown Core designation of the Future Land Use Map in the City's Comprehensive Plan. Best Planning Practices would encourage commercial mixed use districts maintain non-residential uses on primary corridors. The vision for 7th Ave is that of a lively district with a mix of commercial and residential uses. The provision of dense residential uses is essential to the economic welfare of the district. However, these residential uses should not come at the expense of the pedestrian-level experience along 7th Ave. After additional review and consideration Staff are recommending the following revisions to the zoning code.

16-4-24 Residential dwellings, multi-family.

- a) The property must be within the Seventh Avenue ~~Depot National Register Historic District~~ Municipal Service District
- b) Multi-family dwellings may only be permitted on the ~~second~~ upper floors within the Seventh Avenue Depot National Register Historic District.
- c) Any building fronting 7th Ave within the Municipal Service District shall primarily reserve ground floor space along principal street frontages for non-residential uses. Alternatively, ground floor residential dwellings may be permitted in the following special circumstances:
 - a. Access: Access points to ground or upper floor residential spaces may be located at any point on the front, side, or rear of a building, which may include an access point adjacent to any ground floor non-residential space along the primary street front.

- b. Frontage: Ground floor residential dwellings may front upon (including access and fenestration) any alleys and private or non-street public spaces under the following circumstances:
 - i. Notwithstanding any building code provisions, frontage upon private property shall provide a permanent access easement to the closest public right-of-way.
- d) There shall be no maximum density other than the minimum dwelling size is 400 square feet.
- e) The minimum front setback may be reduced to 0' within the 7th Ave MSD.
- f) ~~Multi-family dwellings must be occupied by three or more families living independently of each other.~~

AMENDMENT ANALYSIS – COMPREHENSIVE PLAN CONSISTENCY (ARTICLE 11-4)

GENERAL REZONING STANDARDS: COMPREHENSIVE PLAN CONSISTENCY

| | |
|------------------------|--|
| Land Use & Development | Goal LU-10. Downtown Core: Maintain, enhance, and grow Downtown as a vibrant, mixed-use gathering place and cultural center with an emphasis on retail, arts and entertainment uses. Maintain a highly urban, pedestrian-focused environment through building and streetscape design. |
| | Strategy LU-10.1. Locations: 7 th Ave [CONSISTENT] |
| | Strategy LU-10.3. Secondary recommended land uses: • Multi-family residential [CONSISTENT] • Live-work units [CONSISTENT] |
| | Strategy LU-10.4. Development guidelines: • Continuous “street wall” with buildings adjacent to the sidewalk [CONSISTENT] • Rear parking or limited side parking only [INCONSISTENT] • Window coverage and façade articulation on storefronts [INCONSISTENT] |
| | Strategy LU-10.5. Create a 24-hour environment that supports an expanding residential base in the downtown. Encourage services such as convenience shops, drug stores, and specialty food stores that support downtown housing [CONSISTENT]. |
| | Goal LU-11. Downtown Support: Support the Downtown retail core and create a transition between Downtown Core and adjacent residential neighborhoods. |
| | Strategy LU-11.1. Locations: • Area between Downtown Core and Jackson Park [CONSISTENT] • Transitional areas between Downtown Core and neighborhoods to the north, south, and west [CONSISTENT] |
| | Strategy LU-11.2. Primary recommended land uses: • Offices [CONSISTENT] • Single-family attached and multi-family residential [CONSISTENT] • Live-work units [CONSISTENT] • Public and institutional uses [CONSISTENT] • Arts and entertainment establishments [CONSISTENT] • Structured or underground parking [INCONSISTENT] |
| | Strategy LU-11.4. (Downtown Support) Development guidelines: • Minimal front setback [CONSISTENT] • Rear or limited side parking only [CONSISTENT] • Façade articulation [INCONSISTENT] • Ground-floor storefronts and/or architectural detailing on parking structures [LIMITED] |
| | Growth Management Map: Area designated as “ Priority Infill Area ” - Areas that are considered a high priority for the City to encourage infill development on remaining vacant lots and redevelopment of underutilized or underdeveloped properties [CONSISTENT] |
| | Strategy LU-1.1. Encourage infill development and redevelopment in areas planned for high-intensity development as indicated by the “Priority Infill Areas” on Map 8.3a. Action LU-1.1.1. Review zoning standards and revise as necessary to enable compatible infill projects. [CONSISTENT] |

| | |
|-----------------------------------|--|
| | <p>Strategy LU-3.5 Minimize negative impacts from growth and land use changes on existing land uses. Some zoning map changes and other development applications may create short-term incompatibilities with existing neighborhoods, even if they are consistent with the Future Land Use Plan. It is critical that City officials consider the full range of impacts of all development applications, in addition to conformance with the Future Land Use Plan.</p> <p>Action LU-3.5.1 Consider a full range of short- and long-term impacts when reviewing zone change applications and other proposals that introduce land use changes. When reviewing zone change applications, the City should consider whether applications demonstrate a clear public purpose as well as the criteria listed in Figure 8.3a. [CONSISTENT]</p> |
| | <p>Strategy LU-3.6. - Update the Zoning Code to ensure conformance with the Comprehensive Plan. The Zoning Code is the City's primary regulatory tool in implementing the Comprehensive Plan. Amendments to the Zoning Code and Map will be necessary to reflect Comprehensive Plan recommendations and ensure orderly growth and development. [CONSISTENT]</p> |
| Population & Housing | Strategy PH-1.1 – Promote compatible infill development |
| | Strategy PH-1.4. Allow redevelopment and/or reuse of single-family homes that directly front on arterials into office or high-density residential uses in coordination with the Future Land Use Map. |
| | <p>Goal PH-2. Encourage a wide range of housing types and price points in order to meet the diverse and evolving needs of current and future residents, match the housing supply with the local workforce, and promote diverse neighborhoods.</p> |
| | <p>Goal PH-3. Promote safe and walkable neighborhoods.</p> <p>Action PH-3.1.1. Encourage pedestrian-friendly design features in residential developments, such as recessed or rear garages and front porches in single-family development, and rear parking lots and front entrances in multi-family developments.</p> |
| | Strategy PH-3.2 - Encourage mixed land use patterns that place residents within walking distance of services. |
| Natural & Environmental Resources | There are no Goals, Strategies, or Actions that are directly applicable to this petition. |
| Cultural & Historic Resources | Goal CR-1. Preserve the viability and individuality of Hendersonville's historic neighborhoods in order to maintain their role in supporting community pride, livability and identity. |
| | Strategy CR-1.3. Promote investment in and adjacent to Historic Districts through compatible infill development, particularly on currently underutilized, non-historic properties. |
| | Strategy CR-4.3. Support increased Downtown housing and office density in order to support retail uses and create a 24-hour environment. |
| Community Facilities | There are no Goals, Strategies, or Actions that are directly applicable to this petition. |
| Water Resources | There are no Goals, Strategies, or Actions that are directly applicable to this petition. |
| Transportation & Circulation | Strategy TC-1.1. Encourage mixed-use, pedestrian-friendly development that reduces the need to drive between land uses. |

GENERAL REZONING STANDARDS

| | |
|-------------------------------|---|
| Compatibility | <p>Whether and the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject property –</p> <p><i>Multi-family: The 7th Ave MSD contains a wide-range of land uses including: multi-family and single-family residential uses; automobile service, retail, restaurants, services for those in need, art galleries, and vacant land. The area is also home to the historic depot and the location of the City’s farmers market.</i></p> <p><i>Setbacks: Minimum front setbacks are currently found in some locations in the MSD. A reduction in setbacks allows for greater flexibility and more efficient utilization of land. A more walkable urban form is achieved by - allowing for buildings to be brought closer to the street to form a “street wall” and by reducing minimum setbacks which allows for the shifting of parking to the rear of a lot.</i></p> <p><i>Commercial uses on ground floors: This provision is in place currently and is currently found in the district. This provision would remain in place in full for the NRHD where mixed use is most likely to continue to occur and would remain in place in part in the MSD with provision maintaining non-residential uses on first floor frontage along 7th Ave.</i></p> |
| Changed Conditions | <p>Whether and the extent to which there are changed conditions, trends or facts that require an amendment -</p> <p><i>New activity such as the opening of new businesses, adaptive reuse and renovation of existing buildings has grown in frequency in the 7th Ave Area. This activity is likely to occur along the corridor extending east. There is a well-documented growth in demand and undersupply of housing in our region.</i></p> |
| Public Interest | <p>Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern that benefits the surrounding neighborhood, is in the public interest and promotes public health, safety and general welfare -</p> <p><i>Multi-family: As is well-documented in the City’s Comprehensive Plan, there is a need for compatible infill development in areas of the City where utilization of existing infrastructure can be realized and in areas that place residents in close walking distance to goods and services. The addition of multi-family residential would help to address this need while providing a variety of housing types.</i></p> <p><i>Setbacks: Reducing front setbacks and allowing for the shifting of parking to the rear of lots supports a built environment that is more friendly to pedestrians by creating a greater sense of enclosure as is found in areas such as Main St and the 7th Ave District.</i></p> |
| Public Facilities | <p>Whether and the extent to which adequate public facilities and services such as water supply, wastewater treatment, fire and police protection and transportation are available to support the proposed amendment</p> <p><i>The 7th Ave MSD is in an urban location that is well served by public facilities.</i></p> |
| Effect on Natural Environment | <p>Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment including but not limited to water, air, noise, storm water management, streams, vegetation, wetlands and wildlife</p> <p><i>There are no known or anticipated negative environmental impacts associated with the petition.</i></p> |

DRAFT COMPREHENSIVE PLAN CONSISTENCY AND REZONING REASONABLENESS STATEMENT

The petition is found to be [consistent] with the City of Hendersonville 2030 Comprehensive Plan based on the information from the staff analysis and the public hearing, and because:

The Future Land Use Designations of 'Downtown Core' and 'Downtown Support' call for recommended land uses and design guidelines that align with the proposed zoning text amendment.

We [find] this petition to be reasonable and in the public interest based on the information from the staff analysis and the public hearing, and because:

DRAFT [Rationale for Approval]

- 1) The addition of multi-family residential as a permitted use will allow for greater infill development in a zoning district with a mix of intense land uses.*
- 2) The addition of multi-family residential as a permitted use will place more residents within close proximity to goods and services.*
- 3) The addition of multi-family residential as a permitted use will provide for a variety of housing types at different price points.*
- 4) The reduction of setbacks will allow for more efficient use of land and provide more opportunities for infill development.*
- 5) The provisions maintaining non-residential uses along frontages on 7th Ave will support a vibrant mixed-use district as redevelopment occurs along the corridor.*

DRAFT [Rational for Denial]

- 1) The allowance of additional density would be incompatible with commercial uses in the 7th Ave MSD.*
- 2) The reduction of front setbacks would permit a more distinctly urban form.*

ZONING TEXT AMENDMENT:
PARKING STANDARDS IN C-1 (P22-72-ZTA)

CITY OF HENDERSONVILLE - COMMUNITY DEVELOPMENT STAFF REPORT

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PROJECT SUMMARY

- Project Name & Case #:
 - Reducing Parking Minimums in C-1
 - P22-72-ZTA

- Applicant:
 - Moe Marks, Tamara Peacock Architects

- Articles Amended:
 - Section 5-6-3.1. Parking and Loading (C-1)
 - Section 6.5. Off-street Parking Standards (PRD)

- Applicable Zoning District(s):
 - C-1
 - PRD

- Summary Basics:
 - The petition proposes to eliminate parking minimums in the C-1, Central Business, Zoning District
 - Staff is recommending a reduction of parking minimums for residential developments that exceed 5 units in the C-1 and to align parking minimums requirements in PRD with other residential districts.
 - The petition clarifies the parking spaces per bedroom requirement for general residential development including in the PRD, Planned Residential Development, Zoning District



Summary of Amendment Petition:

The City of Hendersonville is in receipt of an application for a Zoning Text Amendment from Moe Marks of Tamara Peacock Architects for an amendment to the required number of parking spaces per unit for residential developments in the downtown area of Hendersonville. The applicant's proposal would eliminate parking minimums within C-1. Currently there is no parking minimum for commercial uses or residential uses under 5 dwelling units.

Currently, residential developments with 5 or more dwelling units requires 1.5 parking spaces per dwelling unit in the C-1 district. The 7th Ave Municipal Service District has no parking minimums due to an exemption established in the zoning ordinance. A full comparison of parking minimums by district is provided below.

Hendersonville's downtown provides a significant amount of public on-street parking, public and private surface lots and structured public parking will be available soon. Parking in downtown is in high demand from a variety of users including downtown dwellers, local residents and visitors.

In consideration of the applicant's request, staff is recommending the reduction of parking minimums to 1 per dwelling unit to align with standards across our zoning ordinance. As part of this amendment, Staff is also proposing to make clarifications to the per unit parking requirements in the general parking standards to ensure consistency.

AMMENDMENT ANALYSIS – AMENDMENT OVERVIEW

An applicant with interest in the development and redevelopment of residential dwelling units in the City's downtown core, has petitioned the City to revise parking minimums within the C-1, Central Business Zoning District. Comparing the current requirement for 1.5 parking spaces for each residential dwelling unit to other zoning districts in the city, we find that this requirement exceeds those of the City's residential and mixed use zoning districts. The CMU, HMU, and GHMU, have a parking minimum of 1 space per unit while Residential districts require a minimum of 1 space per unit up to 3 bedrooms. Meanwhile the Urban Village and Urban Residential districts have parking maximums limiting parking spaces to no more than 1 space per unit and 1.5 parking spaces per unit with 3 or more bedrooms. The only other district which has a parking minimum of 1.5 spaces per unit is the Planned Residential Development (PRD) district. Staff believe that this standard should also be adjusted to align with zoning districts throughout the city. Finally, in the 7th Ave MSD, which is a sub-district of Downtown Hendersonville, the zoning code waives all parking minimums.

Parking Minimums

1.5 Spaces per Unit

C-1, PRD*

1 Space per Unit

CMU, HMU, GHMU, CHMU**, C-3**, C-4**, I-1**, MIC**, R-40**, R-20**, R-15**, R-10**, R-6**, RCT**

Parking Maximums

1.5 Spaces per Unit

UV**, UR**

No Parking Minimums

7th Ave MSD (portions of CMU & C-2)

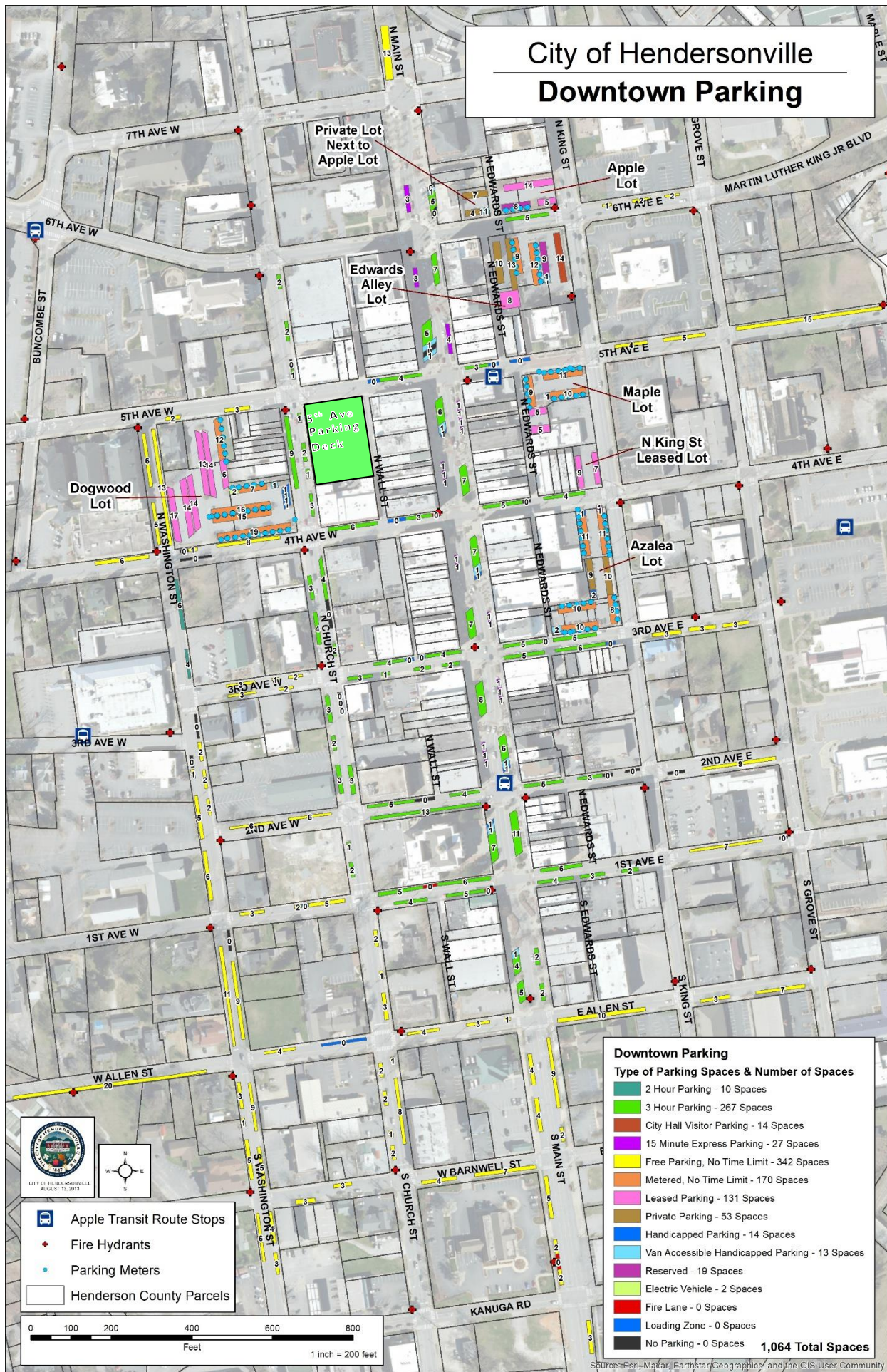
* Units with 3 or more bedrooms require 2 parking spaces

** Units with 3 or more bedrooms require 1.5 parking spaces

There are more public parking spaces in the Downtown area than anywhere else in the city. According to a 2013 Parking Survey, there were a total of 1,064 public and private parking spaces (a map depicting these spaces and their time limits is provided on the following page). A follow-up 2015 Comprehensive Downtown Parking Study used a more focused area and calculated 666 parking spaces in the downtown core. These spaces and time limitations are as follows. The 5th Ave Parking Deck will provide approximately 250 spaces. Public parking solutions related to time limits, metering and fees are currently under review by the Downtown Division and subject to change:

Downtown Parking Inventory

| | 3 Hour | Handicap | 15 Minute | No Time Limit | 2 hour | EV | |
|---------|--------|----------|-----------|------------------|--------|----|-----|
| Main | 89 | 12 | 27 | 13 | 0 | 0 | |
| Avenues | 131 | 0 | 0 | 10 | 0 | 0 | |
| Church | 48 | 0 | 0 | 6 | 0 | 0 | |
| Azalea | 50 | 3 | 0 | 0 | 0 | 0 | |
| Maple | 30 | 1 | 0 | 0 | 0 | 0 | |
| Dogwood | 50 | 6 | 0 | 0 | 0 | 2 | |
| Outer | 0 | 1 | 0 | 177 | 10 | 0 | |
| | 398 | 23 | 27 | 206 | 10 | 2 | 666 |



LEGISLATIVE COMMITTEE RECOMMENDATION

The Legislative Committee of the Planning Board first met to discuss this petition at their recurring meeting on Tuesday, July 19. The members of the committee that were present were Jim Robertson and Neil Brown. In general, the Committee members were supportive of the proposed text revisions. Staff presented a reduction from 1.5 spaces per unit to 1 space per unit. The Legislative Committee recommended complete elimination of the parking minimums to match the standards for the 7th Avenue MSD.

After this Legislative Committee meeting, Staff further considered the proposal and also considered recommending that the minimum not be reduced entirely, but rather a “Fee-in-Lieu of Parking” be implemented to help offset the additional demand residential units place on public parking. A fee-in-lieu of parking would add extra flexibility for development within the C-I Zoning District and help to provide the City with funding to continue the provision of consolidated public parking within this district. The concept of a fee-in-lieu of parking is not part of staff’s proposal at this time, however the concept will be researched and considered by staff with hopes of bringing a zoning text amendment for fee-in-lieu of parking to Council within the next 12-18 months after the concept is evaluated as part of the new Comprehensive Plan and after the 5th Ave Parking Deck is completed and data from that new facility can be evaluated.

Since the Legislative Committee first convened on this topic, an application proposing the elimination of the parking minimums in the C-I was received. The Legislative Committee reconvened on Tuesday, August 30th to reconsider the proposal and take account of the potential of a fee-in-lieu of parking structure in the future. Members present at this meeting included Neil Brown, Jim Robertson, Stuart Glassman and Peter Hanley along with Matthew Manley and Lew Holloway from City Staff. After considering the rationale for reducing parking minimums and the potential benefit and flexibility of a Fee-in-Lieu system, the Committee recommended aligning the C-I and PRD parking requirements with those of our other zoning districts throughout the City, i.e. minimum of 1 parking space per residential unit.

STAFF ANALYSIS

Additional considerations by staff included the increased cost that minimum parking requirements have on housing and development as well as the potential roadblocks parking requirements present for redevelopment of existing property. Furthermore, parking needs are market-driven. By reducing parking minimums, it offers developers the flexibility to “right-size” their parking needs based on the projected needs of potential tenants/buyers. Developers would be permitted to provide more parking than is required but not less. A reduction to minimum parking requirements will help address these issues.

It is important to note that approximately 1/3rd of City of Hendersonville residents own 1 car or have no vehicle according to the 2020 American Community Survey. With the rise of work-from-home based employment and ride share opportunities, the number of households that do not own a car is anticipated to increase. Furthermore, provision of infill residential development within the City’s walkable, urban locations would allow for more residents to opt out of vehicle ownership.

After additional review and consideration by the Staff and the Legislative Committee the following revisions to the zoning code are recommended:

C-1 - 5-6-3. Development standards.

The following standards shall apply to development within the C-1 Central Business Zoning District Classification and Central Business Conditional Zoning District Classification in addition to all other applicable standards contained in this appendix.

5-6-3.1. Parking and Loading. For non-residential developments and residential developments containing fewer than five dwelling units, no off-street parking is required. For residential developments containing five or more dwelling units, off-street parking of one ~~and one-half~~ spaces per dwelling unit shall be provided.

As far as practicable, off-street parking, when provided, shall be accessed by means of east-west streets or alley ways and shall be designed so that it is screened, as far as practicable, to minimize motor vehicles and parking areas from view from Main, Church and King Streets. This provision is not intended to require that buildings be screened from view.

PRD - 5-14-6.7 Off-street parking. Off-street parking requirements for planned residential developments shall be as follows:

A minimum of one ~~and one-half~~ spaces per residential unit containing one or two bedrooms. A minimum of ~~two~~ one and one half spaces per residential unit containing three or more bedrooms. Enclosed garages and carports count towards meeting the parking requirement. All parking spaces shall be located within 75 feet of the residential unit they serve.

Section 6.5. Off-street Parking Standards

| | |
|---------------------------------|---|
| Residential dwellings | 1 per each dwelling unit or 1.5 per each dwelling unit <u>containing exceeding</u> three or more bedrooms |
| Planned residential development | 1 .5 per <u>each dwelling</u> unit w/1 or 2 bedrooms and or 2 <u>1.5</u> per <u>each dwelling</u> unit <u>containing w/3 three or more</u> bedrooms |

AMENDMENT ANALYSIS – COMPREHENSIVE PLAN CONSISTENCY (ARTICLE 11-4)

COMPREHENSIVE PLAN CONSISTENCY

| | |
|--|--|
| Land Use & Development | <i>Goal LU-10. Downtown Core: Maintain, enhance, and grow Downtown as a vibrant, mixed-use gathering place and cultural center with an emphasis on retail, arts and entertainment uses. <u>Maintain a highly urban, pedestrian focused environment through building and streetscape design.</u></i> |
| | <i>Strategy LU-10.4. Development guidelines:</i> <ul style="list-style-type: none"> • Continuous “street wall” with buildings adjacent to the sidewalk [CONSISTENT] • Rear parking or limited side parking only [CONSISTENT] |
| | <i>Strategy LU-1.1. Encourage infill development and redevelopment in areas planned for high-intensity development.</i> <i>Action LU-1.1.1. Review zoning standards and revise as necessary to enable compatible infill projects. [CONSISTENT]</i> |
| | <i>Strategy LU-3.5 Minimize negative impacts from growth and land use changes on existing land uses. Some zoning map changes and other development applications may create short-term incompatibilities with existing neighborhoods, even if they are consistent with the Future Land Use Plan. It is critical that City officials consider the full range of impacts of all development applications, in addition to conformance with the Future Land Use Plan.</i> <i>Action LU-3.5.1 Consider a full range of short- and long-term impacts when reviewing zone change applications and other proposals that introduce land use changes. When reviewing zone change applications, the City should consider whether applications demonstrate a clear public purpose as well as the criteria listed in Figure 8.3a.[CONSISTENT]</i> |
| | <i>Strategy LU-3.6. - Update the Zoning Code to ensure conformance with the Comprehensive Plan. The Zoning Code is the City’s primary regulatory tool in implementing the Comprehensive Plan. Amendments to the Zoning Code and Map will be necessary to reflect Comprehensive Plan recommendations and ensure orderly growth and development. [CONSISTENT]</i> |
| Population & Housing | <i>Strategy PH-1.1 – Promote compatible infill development</i> |
| | <i>Strategy PH-3.2 - Encourage mixed land use patterns that place residents within walking distance of services.</i> |
| Natural & Environmental Resources | There are no Goals, Strategies, or Actions that are directly applicable to this petition. |
| Cultural & Historic Resources | <i>Strategy CR-4.3. Support increased Downtown housing and office density in order to support retail uses and create a 24-hour environment.</i> |
| Community Facilities | There are no Goals, Strategies, or Actions that are directly applicable to this petition. |
| Water Resources | There are no Goals, Strategies, or Actions that are directly applicable to this petition. |
| Transportation & Circulation | <i>Strategy TC-1.1. Encourage mixed-use, pedestrian-friendly development that reduces the need to drive between land uses.</i> |
| | <i>Strategy TC-2.4. Encourage bicycle parking facilities at key destinations.</i> |
| | <i>Action TC-3.3.2 Incorporate zoning regulations that encourage shared parking and cross-access easements.</i> |

GENERAL REZONING STANDARDS

| | |
|-------------------------------|--|
| Compatibility | Whether and the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject property – |
| | <i>A significant amount of public and private parking spaces are available with the C-I Zoning District. Reduction of minimum parking space requirements reduces the need for individually-owned surface parking lots and promotes opportunities for infill development which supports the walkable urban form found in the C-I District.</i> |
| Changed Conditions | Whether and the extent to which there are changed conditions, trends or facts that require an amendment - |
| | <i>Additional residential development within the Central Business District is desired by the market and serves as a tool for economic development.</i> |
| Public Interest | Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern that benefits the surrounding neighborhood, is in the public interest and promotes public health, safety and general welfare - |
| | <i>More residents within this district helps to support businesses within the district. Additional residential uses within an established commercial district with existing infrastructure reduces demand for greenfield development. Policies which support consolidated parking in the downtown district helps to support a walkable urban form that is not broken up by “gaps” of street-facing surface parking lots.</i> |
| Public Facilities | Whether and the extent to which adequate public facilities and services such as water supply, wastewater treatment, fire and police protection and transportation are available to support the proposed amendment |
| | <i>The C-I Zoning District is in an urban location that is well served by public facilities.</i> |
| Effect on Natural Environment | Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment including but not limited to water, air, noise, storm water management, streams, vegetation, wetlands and wildlife - |
| | <i>Reduction in individually-owned surface parking lots can serve to reduce impervious surfaces and allow for additional landscaping which can reduce stormwater runoff.</i> |

DRAFT COMPREHENSIVE PLAN CONSISTENCY AND REZONING REASONABLENESS STATEMENT

The petition is found to be [consistent] with the City of Hendersonville 2030 Comprehensive Plan based on the information from the staff analysis and the public hearing, and because:

The petition aligns with Goal LU-10 of the Land Use and Development Chapter which calls for maintaining a highly urban, pedestrian-focused environment through building and streetscape design.

In conjunction with the recommendations from Staff, we [find] this petition to be reasonable and in the public interest based on the information from the staff analysis and the public hearing, and because:

DRAFT [Rationale for Approval]

- The staff recommendation aligns the minimum parking requirements for the C-1 and PRD Zoning Districts with other residential and mixed-use parking standards.*
- The staff recommendation reduces restrictions for residential development in downtown and along thoroughfares. Residential development and utilization of underutilized properties within these areas is desired.*
- A significant amount of public and private parking spaces are available with the C-1 Zoning District.*
- Reduction of minimum parking space requirements reduces the need for individually-owned surface parking lots.*
- Centrally-located, consolidated parking locations are preferred over individually-owned surface parking lots as a means of protecting and advancing walkability and better utilizing land within the downtown core.*

DRAFT [Rational for Denial]

- The text amendment would place a burden on public parking in downtown*